

DEPARTMENT OF THE ARMY
Wilmington District, Corps of Engineers
Post Office Box 1890
Wilmington, North Carolina 28402-1890

Action ID No. 200021506

May 7, 2002

PUBLIC NOTICE

The Raleigh Durham Airport Authority, Post Office Box 80001, RDU Airport, NC, 27623, has applied for a Department of the Army (DA) permit TO PLACE FILL WITHIN 1.8 ACRES OF WETLANDS AND 1,353 LINEAR FEET OF UNNAMED TRIBUTARIES TO BRIER CREEK AND SYCAMORE CREEK, IN THE NEUSE RIVER BASIN, ASSOCIATED WITH CONSTRUCTION OF RUNWAY SAFETY AREAS ON THE NORTHERN AND SOUTHERN ENDS OF AN EXISTING RUNWAY, AND THE CONSTRUCTION OF ACCESS ROADS AROUND THE PROPOSED SAFETY AREAS, AT THE RALEIGH DURHAM AIRPORT, IN WAKE COUNTY, NORTH CAROLINA.

The following description of the work is taken from data provided by the applicant and from observations made during a site visit by a representative of the Corps of Engineers. Plans submitted with the application show the proposed construction of runway safety areas at the northern and southern terminus of runway 5R-23L at Raleigh Durham Airport. Construction of the southern runway safety area will result in the placement of 360 - 480 thousand cubic yards of fill material that will extend approximately 1,000 from the end of the existing paved runway at a gradual 2-3% slope. The end and sides of the fill will be graded to a 4:1 slope. Upon completion, the surface and sides of the fill will be stabilized and maintained in grass. A 12,000-foot paved service road is proposed to be constructed along the edge of the filled area to provide access to the safety area from the terminal and airport grounds east of the runway. The southern phase of the work will result in fill material being placed into 0.5 acre of emergent wetland and 0.3 acre of forested wetland, as well as 1,248 linear feet of stream, of which 773 linear feet is perennial or exhibits important aquatic function.

The northern runway safety area will require the placement of 100 - 200 thousand cubic yards of fill material and will be graded and maintained in the same manner as the southern fill. Approximately 2,000 feet of an existing radar site access road located at the northern terminus of the runway will be relocated to the edge of the new runway safety area and will provide access to both the safety area and the radar site. Impacts associated with the northern phase of the work include the placement of fill into 1.0 acre of emergent wetland and 105 linear feet of stream channel, none of which is perennial or exhibits important aquatic function.

The total impact resulting from the placement of fill material associated with the construction of both runway safety areas and access roads includes 1,353 linear feet of stream channel, of which 773 linear feet is perennial or exhibits important aquatic function, and 1.8

acres of wetland, of which 0.3 acre is forested. The applicant proposes to mitigate for these impacts by providing payment into the North Carolina Wetlands Restoration Program for the restoration of 2,126 linear feet of stream channel and 3.6 acres of wetland. This would provide for restoration at a 2 to 1 ratio for impacts to forested wetlands and stream channels that are perennial or exhibit important aquatic function, and restoration at a 1 to 1 ratio for impacts to emergent wetlands and the remaining streams. The purpose of the work is to provide runway safety areas at the northern and southern ends of runway 5R-23L that meet current Federal Aviation Administration design standards (requiring safety areas to extend at least 1,000 feet beyond the end of the paved runway surface), provide a safer runway environment, and ensure emergency equipment access the safety areas. Plans showing the work are included with this public notice.

The State of North Carolina will review this public notice to determine the need for the applicant to obtain any required State authorization. No Department of the Army (DA) permit will be issued until the coordinated State viewpoint on the proposal has been received and reviewed by this agency, nor will a DA permit be issued until the North Carolina Division of Water Quality (NCDWQ) has determined the applicability of a Water Quality Certificate as required by PL 92-500.

This application is being considered pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344). Any person may request, in writing within the comment period specified in the notice, that a public hearing be held to consider this application. Requests for public hearing shall state, with particularity, the reasons for holding a public hearing.

The District Engineer has consulted the latest published version of the National Register of Historic Places for the presence or absence of registered properties, or properties listed as being eligible for inclusion therein. Based on the best available evidence, it has been determined that no sites within the vicinity of the project are registered or listed as being eligible for inclusion in the Register. Examination of the National Register of Historic Places constitutes the extent of cultural resource investigations by the District Engineer, and he is otherwise unaware of the presence of other such resources. Presently, unknown archeological, scientific, prehistorical, or historical data may be lost or destroyed by work under the requested permit.

The District Engineer, based on available information, is not aware that the proposed activity will affect species, or their critical habitat, designated as endangered or threatened pursuant to the Endangered Species Act of 1973.

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts that the proposed activity may have on the public interest requires a careful weighing of all those factors, which become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The decision whether to authorize a proposal, and if so the conditions under which it will be allowed to occur, are

therefore determined by the outcome of the general balancing process. That decision should reflect the national concern for both protection and utilization of important resources. All factors that may be relevant to the proposal must be considered including the cumulative effects thereof.

Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards and flood plain values (in accordance with Executive Order 11988), land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving the placement of dredged or fill materials in waters of the United States, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria, a permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

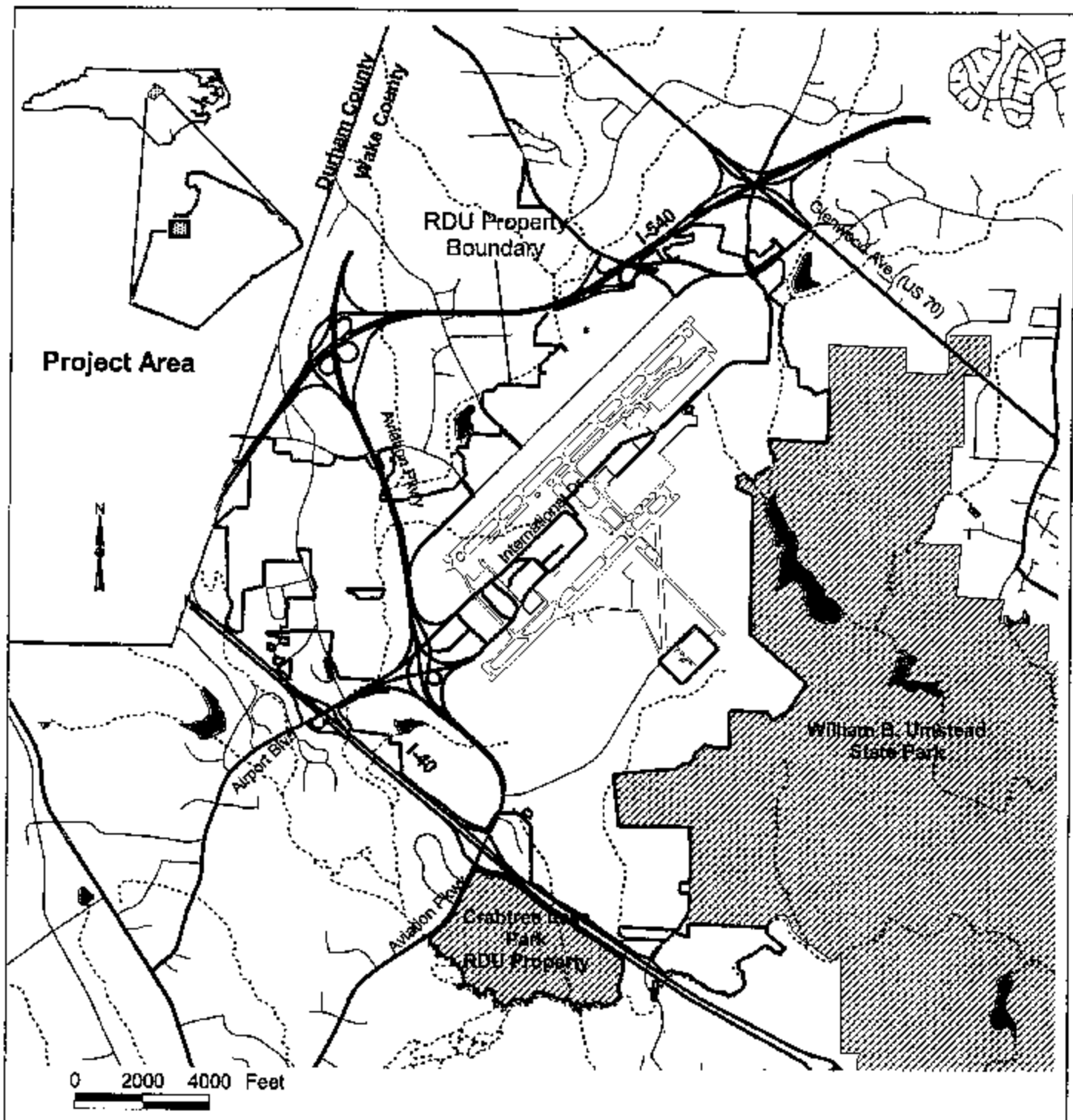
The Corps of Engineers is soliciting comments from the public; Federal, State and local agencies and officials; Indian Tribes and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Generally, the decision whether to issue this Department of the Army (DA) permit modification will not be made until the North Carolina Division of Water Quality (NCDWQ) issues, denies, or waives State certification required by Section 401 of the Clean Water Act. The NCDWQ considers whether or not the proposed activity will comply with Sections 301, 302, 306, and 307 of the Clean Water Act. The application and this public notice for the Department of the Army (DA) permit serves as application to the NCDWQ for certification.

Additional information regarding the Clean Water Act certification may be reviewed at the offices of the Wetlands /401 Unit, North Carolina DENR, Division of Water Quality, 2321 Crabtree Boulevard, Raleigh, North Carolina. Copies of such materials will be furnished to any person requesting copies upon payment of reproduction costs.

All persons desiring to make comments regarding the application for Clean Water Act certification should do so in writing delivered to the North Carolina Division of Water Quality (NCDWQ), Wetlands/401 Unit, 1650 Mail Service Center, Raleigh, North Carolina, 27699-1650, on or before May 30, 2002, Attention: Mr. John Dorney.

Written comments pertinent to the proposed work, as outlined above, will be received in this office, Attention: Mr. Todd Tugwell, until 4:15 p.m., June 6, 2002, or telephone (919) 876-8441, extension 26.



Raleigh-Durham
International Airport
RDU Authority
Wake County, NC

Runway 5R-23L
Safety Area Extension

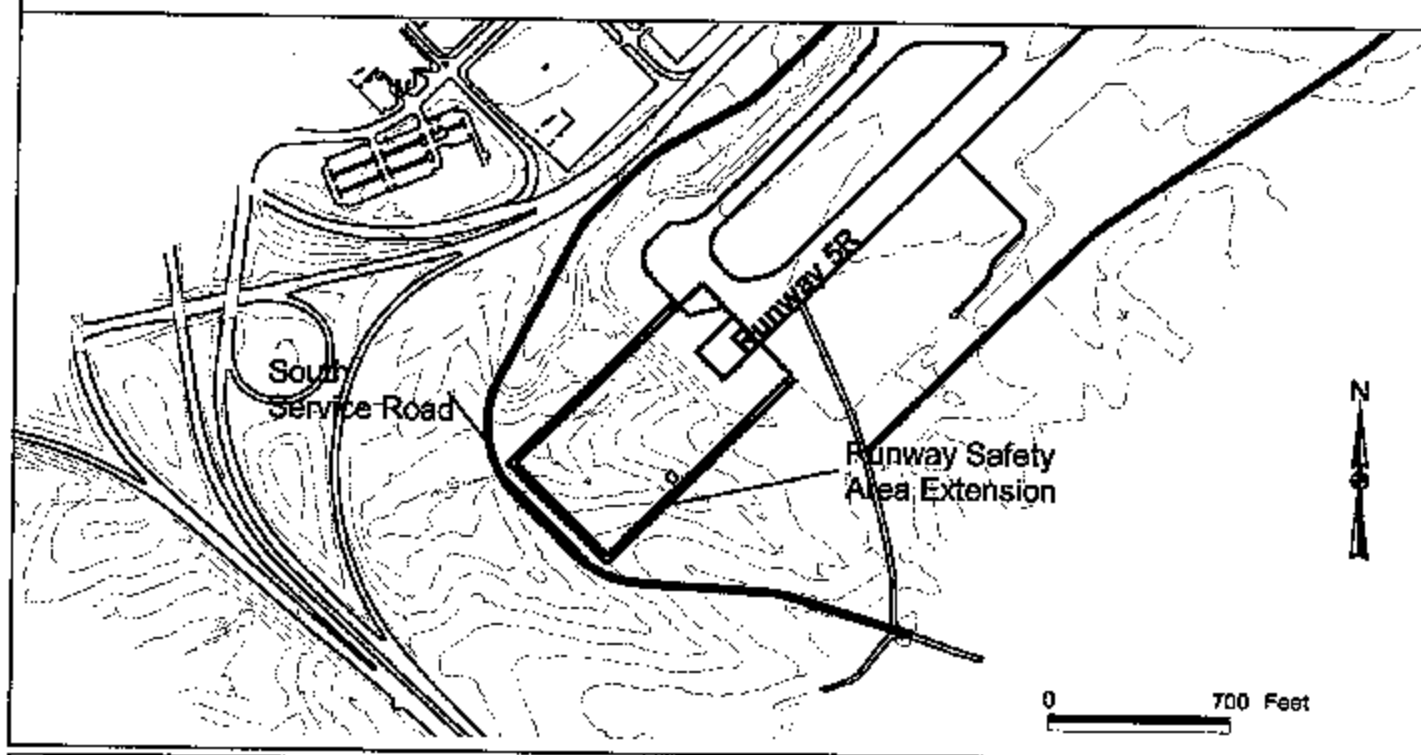
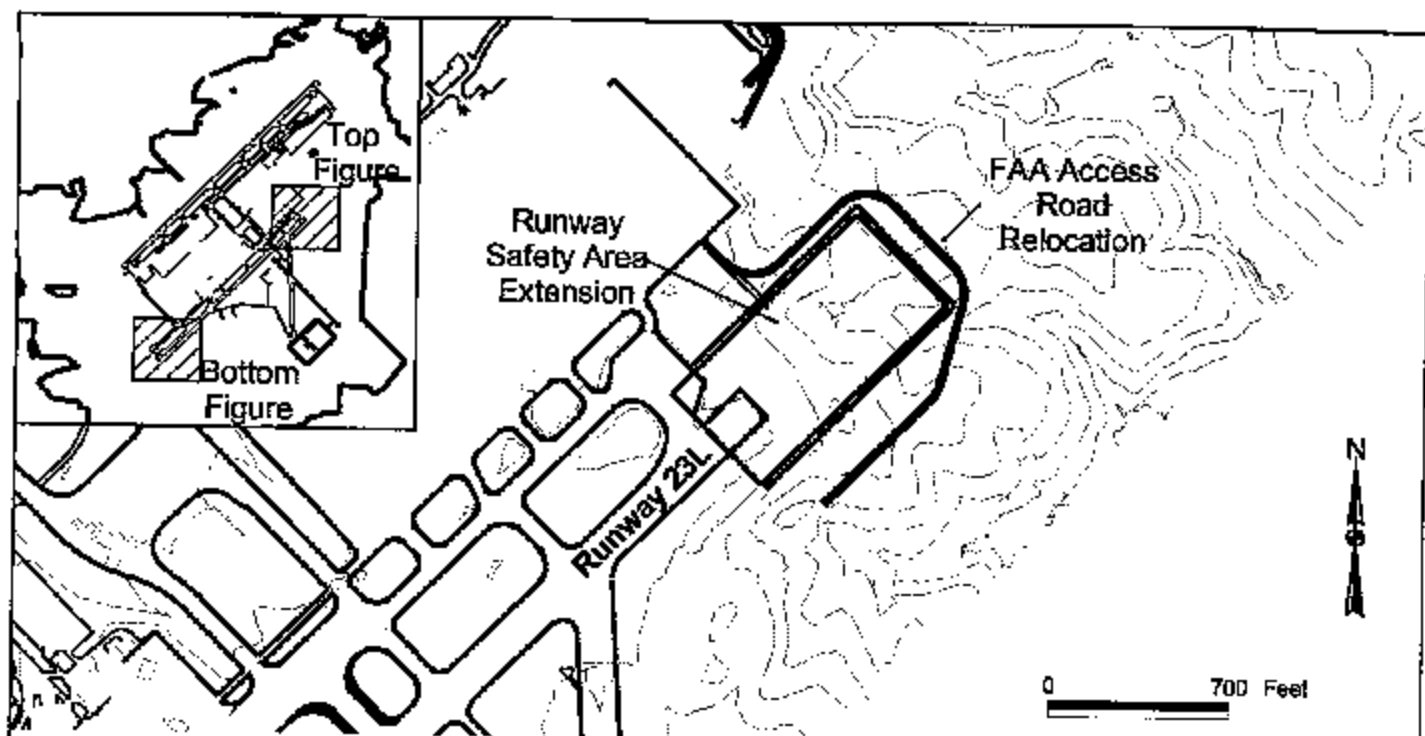
Project Vicinity Map

KHM
Kinley-Horn
and Associates, Inc.

Scale: 1" = 4,000'

Date: February, 2002

Sheet: 1 of 6



Raleigh-Durham
International Airport
RDU Authority
Wake County, NC

Runway 5R-23L
Safety Area Extension

Project Locations

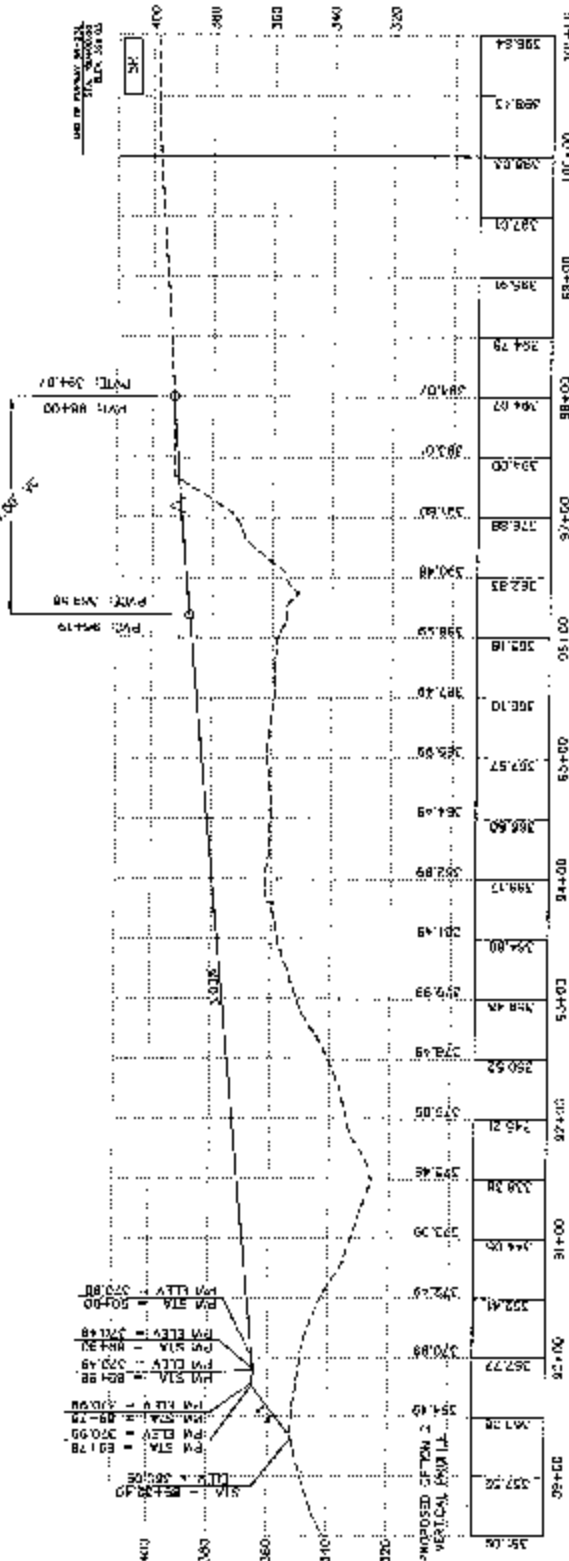

Kimley-Horn
and Associates, Inc.

Scale: 1" = 700'

Date: February, 200

Sheet: 2 of 6

P+0 STA = 97+00.33
 PM ELEV = 282.27
 A.D. = -1.00
 K = 177.60



Raleigh-Durham
 International Airport
 RDU Authority
 Wake County, NC

Runway 5R-23L
 Safety Area Extension

Runway - 5R Profile

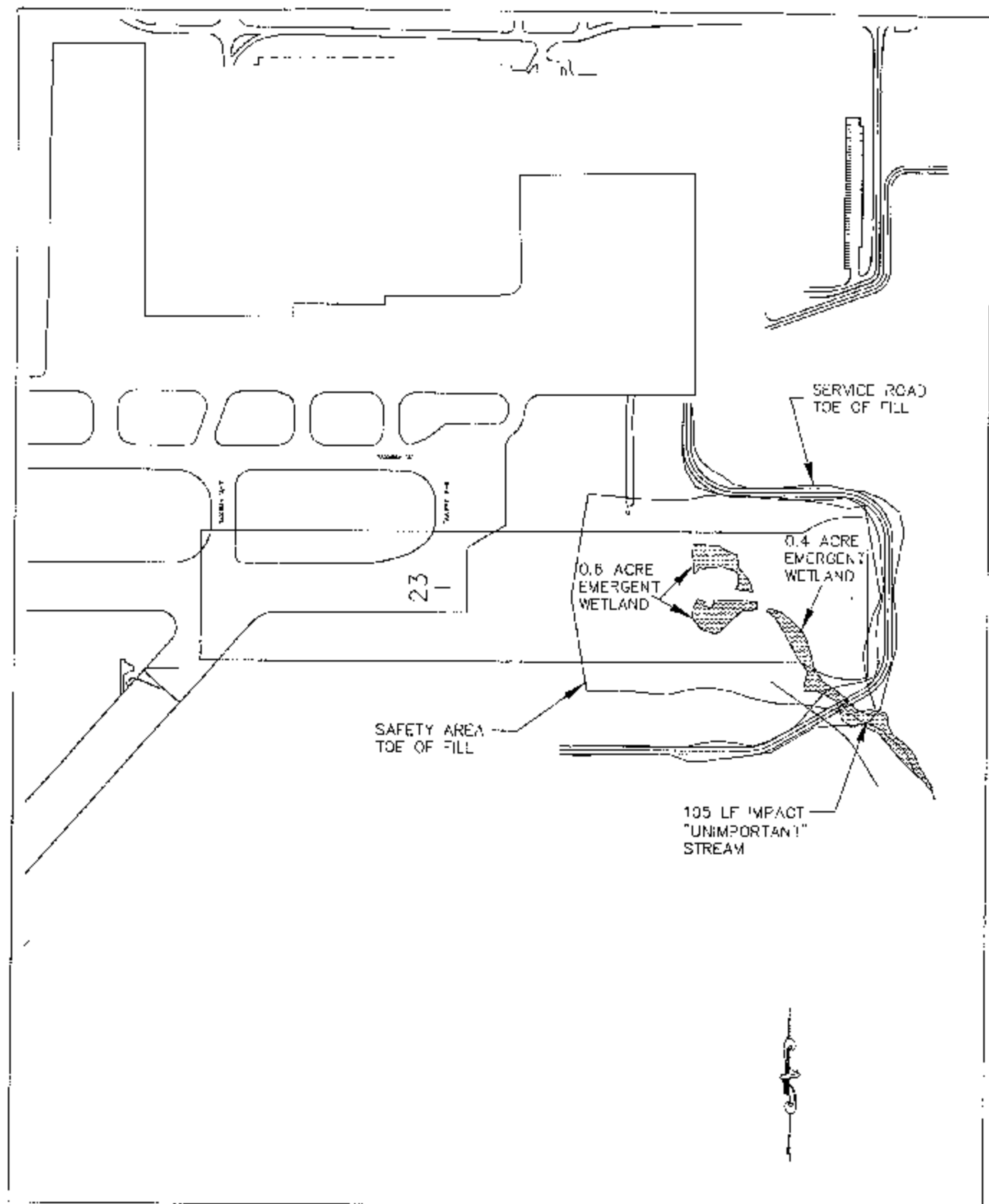


Kinley-Horn
 and Associates, Inc.

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Date: Feb. 2002

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Raleigh-Durham
International Airport
RDU Authority
Wake County, NC

Runway 5R-23L
Safety Area Extension

Runway - 23L Plan View



Kimley-Horn
and Associates, Inc.

Scale: 1"=400'

Date: Feb. 2002

Sheet:

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PVI STA = 177+90.50
 PVI ELEV = 425.50
 A/D = 1.92
 K = 90.50

PVI STA = 178+01
 PVI ELEV = 427.50
 PACE = 420.00
 PVI STA = 177+00

